

CONNECTICUT INDUSTRY

MARCH NUMBER



1928

PUBLISHED BY
THE MANUFACTURERS ASSOCIATION
OF CONNECTICUT, INC.

Audits, Examinations and Special Investigations for Credit, Financing and General Purposes.

Special Department for Conducting Examinations of Banks, Municipalities and Financial Institutions.

Cost and Financial Systems Devised and Installed.

Federal and State Income and Inheritance Taxes.

Consultants in All Matters Relative to Accounting Procedure, Finance and Organization.

Hadfield, Rothwell & Soule

CERTIFIED PUBLIC ACCOUNTANTS

HARTFORD — BRIDGEPORT

— GENERAL PARTNERS —

SETH HADFIELD C.P.A.
PERCY ROTHWELL C.P.A.
FRANK E. SOULE C.P.A.
CHARLES F. COATES C.P.A.

A Word of Explanation to New Friends

THE Manufacturers Association of Connecticut is a voluntary service organization made up of approximately 800 of the representative industries of Connecticut, which in turn employ approximately 225,000 workers and represent invested capital of over \$692,000,000.



The Association was incorporated in 1910 and has for its object the advancement of the interest and welfare of its manufacturers and of the State of Connecticut as a whole. It serves its members in all matters in which they have a common or an individual interest. It speaks for them before Congress, at the State Legislature, before the Interstate Commerce Commission, or wherever united representation is required. Through the medium of *Connecticut Industry* and a special bulletin service, it keeps members advised of matters of importance, whether this be in the field of human relations, federal or state taxation, coal or commodity rates, transportation, research, power, or any one of the hundred other subjects in which the manufacturer of today is keenly interested. Under the direction of its Board of Directors and its committees, composed of industrial leaders who give generously of their time to Association affairs, it is guided in the difficult problems which beset industry at every step and the ultimate and satisfactory solutions of which are so vitally important in a state as highly industrialized as is Connecticut. Over seventy prominent industrialists, each an expert in his field, serve upon these committees, giving the benefit of their wide experience to the membership at large, and in this self-sacrificing interest lies the organization's greatest strength.



It is the aim of the Association to be constructive and progressive and to help make Connecticut the best state in the Union industrially and every other way. In addition to serving its members, the information which it compiles on numerous matters of general public interest is available for the use of the state and for outside research organizations.



This Fleet Moves

Swiftly . . . Efficiently . . . On Time

Modern business demands dependable as well as economical transportation. In this day of current buying, low inventories and quick turnover, markets must be watched closely. Your transportation must be frequent, swift. Goods must arrive when promised—on schedule and in perfect condition.

The American-Hawaiian Steamship Company is the oldest line in the Coast-to-Coast trade. In 1855 the founders established a regular line of clipper ships to California and the Pacific Northwest. Since the dramatic era of Western development, which followed the discovery of gold in California, they continued that trade with clippers and the later day sailing ships around Cape Horn until 1899.

Today the Panama Canal Line operates twenty-three steamers and motor ships, especially equipped for the carriage of fine merchandise. It gives service every four days between Boston, New York, Philadelphia, and Pacific Coast ports. These vessels have an annual carrying capacity of 1,200,000 tons, transporting millions of dollars of products from coast to coast, swiftly, carefully and on schedule time.

One ship sails East and one sails West every four days. The entire fleet has a notable record for reliability. A business-like fleet—it moves on time in a business-like way.

Years of experience in Coast-to-Coast trade have given the American-Hawaiian Steamship Company—the *Panama Canal Line*—an enviable record for skillful handling of products. It is proud of the fact that with a privately owned and operated fleet it is efficiently meeting the transportation needs of the nation's business.

AMERICAN-HAWAIIAN STEAMSHIP COMPANY

"Coast-to-Coast Since 1855"

CONNECTICUT INDUSTRY

published by

The Manufacturers Association of Connecticut, Inc.

Phones 2-1157 2-1158

EXECUTIVE OFFICES 50 LEWIS ST., HARTFORD

ANNA B. SANDS, Editor

VOL. VI

MARCH, 1928

No. 3

IN THIS NUMBER

	Page		Page
A WORD OF EXPLANATION TO NEW FRIENDS . . .	1	DIVERTING WATER FROM CONNECTICUT	18
THE TOLL ROAD AGAIN	4	VERMONT COMES BACK	21
A MEDICAL MAN'S VIEWS ON THE CONNECTICUT COMPENSATION LAW	5	ASSOCIATION ORGANIZES TRAFFIC COURSES . . .	24
By Dr. Ansel G. Cook		CONFERENCE ON INDUSTRIAL GAS AND COKE HEAT	24
INDUSTRIAL NEWS AROUND THE STATE	10	M. A. C.'s VIEWS ON CURRENT NEWS	25
A GREAT MAN "CARRIES ON"	13	TRANSPORTATION	26
CONGRESS AT A GLANCE	15	SALES EXCHANGE	28
News of the Month in Washington		EMPLOYMENT	28
ON THE SUBJECT OF BUSINESS AND ADVERTISING ETHICS	17		

CHAIRMEN OF COMMITTEES

Finance and Taxation, GUY P. MILLER
Industrial Relations, CARL F. DIETZ
Agriculture, WILSON H. LEE
Traffic, W. H. PEASE
Power and Waterways, F. S. CHASE
Research, JOHN H. GOSS
Education, C. T. TREADWAY
Legislative, E. KENT HUBBARD
*Highway Safety and Scenic
Restoration*, F. S. CHASE

OFFICERS AND DIRECTORS

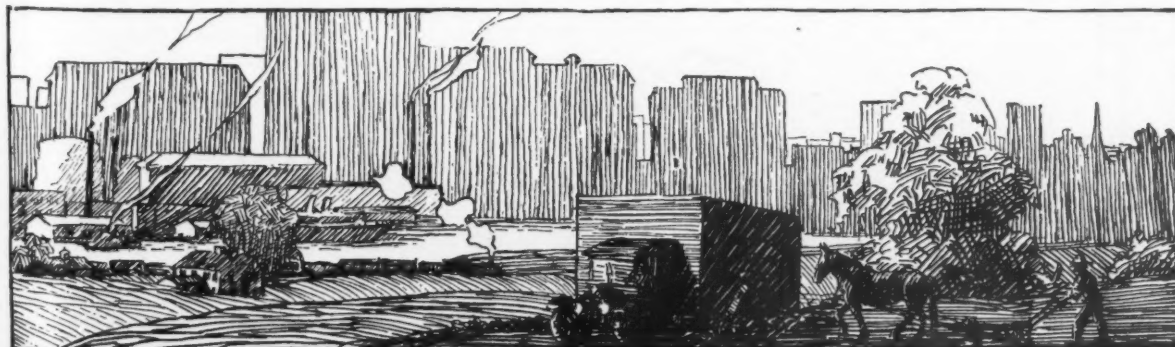
E. KENT HUBBARD, *President*
JOHN H. GOSS, *Vice-President*
ROBERT C. BUELL, *Secretary-Treasurer*
JAMES W. HOOK
GEORGE S. HAWLEY
DON H. CURTIS
JOS. S. PORTER
JAMES L. GOODWIN
G. E. HAMMANN
WILLIAM G. PARK
R. LELAND KEENEY
FRANK GOODCHILD
DE WITT PAGE
JOS. R. ENSIGN
C. F. DIETZ
H. H. PEASE
JOS. A. HORNE
J. P. T. ARMSTRONG
F. B. FARNSWORTH

ADMINISTRATIVE STAFF

C. L. EYANSON, *Assistant to the
President*
ANNA B. SANDS, *Assistant Secretary*
H. J. SMITH, *Industrial Secretary*
WM. A. DOWER, *Assistant Industrial
Secretary*
J. E. WUICHET, *Research Department*

DEPARTMENTAL STAFF

A. M. MYERS, *Office Manager*
M. RAITES
E. BANNON
E. JOHNSON
A. C. HART
A. MIGLIORA
W. ZIGLATZKI



THE TOLL ROAD AGAIN

The 70th Congress has seen the introduction of many proposals of far-reaching effect, among them H. J. Res. 79 which provides for the creation of a commission to study proposals for the establishment of a national system of express highways. This bill was introduced at the instance of a group of private individuals who plan to finance the construction and maintenance of these highways through the charging of tolls. Under the general plan one such highway is contemplated between Boston and New York.

It is difficult to estimate the tremendous cost of such a project particularly in the New York congested area where condemnation of land alone would cost from three to eight million dollars per mile and where construction would cost from sixty to two hundred thousand dollars per mile.

The motor truck is already bearing a tremendous burden in registration fees, property taxes, sales taxes, gasoline taxes and expenses attending state and federal regulation. The railroads should not be faced with the competition which will result from the establishment of national express highways. As Vice-President Buckland of the New Haven Railroad, in speaking of this proposal, pointed out in an admirable address some time ago, "Nobody can fairly oppose a study having in mind the improvement of transportation conditions. Such a study, however, should be approached by those who make it with full understanding of the result of free highways and uncontrolled transportation upon common carriers by rail under present regulations." It seems impossible to believe that a commission such as is proposed would have the necessary power or knowledge to arrive at the proper solution in regard to the advisability of the establishment of such express highways.

It is therefore difficult for other than a promoter of such a proposal to see the necessity for further burdening of the tax payers of this country with toll roads. Someone must pay the bill and it is safe to say that the payers will be the railroads, the motor vehicles and the public. We have not advanced sufficiently far in the development of that new great transportation agency, the motor truck, to revert to the toll road idea for individual profit, which we have struggled for so many years to eliminate.

Edmund Hurwicz

A Medical Man's Views on the Connecticut Compensation Law

By ANSEL GRANVILLE COOK, M. D.

Dr. Cook delivered this notable address before the Hartford Medical Society and in so doing, promoted discussion of a problem of the deepest interest to all employers. It is a non-technical paper with a message for all who have contact with the operation of the Compensation Law. What is to be the answer to the constantly upward trend of medical costs? What is the solution of the problem of lost time? What, asks Dr. Cook, is actually being done by those most interested to arrive at a plan and a program for the future?

THIS paper may contain the wisdom of age and experience or it may be regarded as the futile attempt of a conceited old man to tell a younger and much wiser generation how to behave.

I am trying to find a practical method of dealing with traumatic neurosis. By traumatic neurosis is meant any kind of neurosis following an injury and considered by the patient to be the natural and direct result of that injury.

It might be argued that it would be well for all concerned should we side-step the issue and refer these patients to the neurologist and psychiatrist who have made a special study of the subject. This is not, however, always practical. We, as industrial surgeons, have to attend a patient for his physical injuries and the attitude of the patient's mind has an important bearing on his recovery.

To avoid hair-splitting distinctions and the use of technical terms, and assuming that a neurosis is a disability not depending directly upon a physical injury, such as a broken bone or a torn ligament, we determine that it must be considered an attitude of mind and a neurasthenic a person of unstable, nervous organization who is liable to develop a neurosis.

This, however, is a difference of degree and not of kind. We are, all of us, more or less neurasthenics. Some of us are much stronger than others, but the strongest will weaken if the pressure becomes too great. Neurosis and neurasthenia are purely mental and should not be confounded with neuritis, which is an actual lesion of a nerve.

The legislators who framed the Workmen's Compensation Act, had in mind that it would

be a good thing for the community in general and the workmen, in particular, if, when a workman was injured during his employment, that is, when there was a causal connection between the injury and the job, he should be taken care of and cured at the expense of his employer and that such care and treatment should consist of whatever was reasonably necessary to effect a cure. Furthermore, if the injury resulted in a permanent disability that could not be cured, the injured workman should be paid a certain sum of money to indemnify him for his permanent disability. Just what conditions constitute a causal connection between the injury and the job is a question of the interpretation of the law.

Taken at its face value, this is a good law and in many cases it has worked well. It has relieved both the workman and his employer from the expensive and often unsatisfactory lawsuits that in the past so frequently followed injuries to workmen during the time of their employment. The lives of hundreds of honest workmen have been saved and thousands have been cured and restored to industry in much better condition and in a much shorter time than if they had been left to charity and their own devices. Much has been done to improve working conditions; to provide proper lighting, heating, and ventilating of the factories and sanitation, first-aid and safety devices of all kinds to prevent accidents.

But, unfortunately, the gentlemen who framed these laws were not psychiatrists and they failed to take into consideration the frailties of human nature. The law, as it is interpreted, says in substance: "The man was

working; he was injured; he is now unable to work. Either cure him and put him back on his job or pay him for his disability."

If it is claimed that the man's disability is only remotely connected with his injury, the law holds that to aggravate a pre-existing injury is as bad as to cause a new injury. He was working before the injury; very well, make him work again or pay him. The law, apparently, does not consider the workman's age, his natural disposition, nor unless actual, flagrant malingering can be proved, the state of his mind.

So much for the law and the good that the law undoubtedly accomplishes.

Now for the other side of the shield, the harm that the law does. The law might be compared to a good ship, well manned and found, but unfortunately the ship has sprung a leak. If it is only a moderate leak it may be controlled by the pumps and the ship can continue on her voyage, but, if the leak gains on the pumps and nothing is done to stop the leak, the ship will ultimately sink.

Every year hundreds of thousands, probably millions of dollars are taken from industry and not only wasted but do positive injury, by keeping in idleness workmen who would be much better off, both financially and physically, at work. Industry also is deprived of the services of these workmen and thus the purposes of the law are defeated by creating the very evil it is intended to remedy. Every year this waste increases. There are more liberal interpretations of the law. Higher premiums are paid by the employer to the insurance companies. Higher prices are paid by the consumer for the products of industry. More workmen who are physically able to work are idle and living on compensation. Why this apathy on the part of those most vitally concerned? Why continue to labor at the pumps without making any attempt to stop the leak?

Labor, naturally, is chiefly interested in seeing that its members get all that is coming to them. They are passengers on the ship. They do not want the ship to sink, for in that case, they would drown. On the other hand, they are not sailing the ship and do not feel it incumbent on them to man the pumps or to hunt for leaks.

The insurance companies are only distributors. They add up the losses and pass them on to the employers in the form of higher premiums.

The manufacturer may dislike the heavy premiums he is forced to pay, but his rivals, the

manufacturers in New York and Massachusetts, have to pay even heavier premiums. He can raise the price of his manufactured product to cover the added cost of production and still be able to compete and to continue in business.

The doctors complain, or at least they grumble. It is very aggravating to a doctor to have a patient whom he could easily cure if the man were paying his own bills, but whom he cannot cure because the patient has developed a compensation neurosis. It is equally annoying, when the doctor has done a particularly skilful operation and obtained an excellent result, to hear the patient tell the Commissioner that the operation was a complete failure and left him worse off than before.

However, the medical profession has greatly benefited by the Workmen's Compensation Act. Not only does the doctor have hospitals, laboratories, X-rays, consultations, in fact everything that science has invented, at his disposal, but he also receives pay for his services, where formerly he was compelled to treat his patient at the patient's home, with inadequate facilities and with but a meagre prospect of collecting a fee. If the powers who make the laws and who pay the bills insist on supporting these people who are able to work, in idleness, there is nothing the doctor can do about it.

Now, for the workman himself. How does he look at things, what is in his mind? The average workman is not more dishonest than the rest of the world. In fact, his claims for injuries to his body are comparatively modest when compared with the claims for damages, set up by the abutting property owners, when the city decides to widen a street. The average workman may be industrious or he may be lazy. That is entirely apart from his intelligence or his moral character. It is constitutional; he was born that way. We can make a further division and say that the man is naturally moderately industrious or that he is energetic; that he is moderately lazy or that he is incorrigibly lazy, a bum. If he is moderately industrious and he is left to his own devices, you will find him leisurely and comfortably at work; he will not over-tax his strength. If he is energetically industrious, he will be a hustler, work on his nerves and burn the candle at both ends. If, on the other hand, he is moderately lazy, shame will usually force him to find something to do; he will study his job; find the easiest way to accomplish the work required; and probably do as much work as the moderately industrious. Bums have no proper pride and will not do

any kind of work unless driven by force or by actual necessity.

To whichever class the workman may belong, he has acquired certain fixed habits of work, which, with the necessity of finding something substantial in his pay envelope at the end of the week, keeps him regularly on his job. When he has been injured and laid up for a long period of time, he has lost his habit of work and the insurance company has taken the place of the pay envelope and obviated the necessity for work.

It is a serious matter to a neurasthenic to think of getting well, for when he is well he will have to work and take up the burden and responsibility of taking care of himself. He feels that his injury was not his own fault but the fault of his employer and that, having been injured in the service of his employer, it is only just and proper that his employer should take very good care of him until he has fully and absolutely recovered.

When the patient finally makes up his mind to try a little work he is apt to find it difficult. Even in robust health, the first week's work following a vacation is always hard. It is hard to do any kind of work to which you are not accustomed. It is probable that not one of us could work two hours laying a hardwood floor without developing a backache.

The convalescent patient finds little sympathy from the average foreman. He is given his old job and told to go to work. The patient finds he is not able to do the work he was doing before the injury and concludes he is not cured. When his doctor tells him he is able

to do light work, unless he has previously arrived at the same conclusion himself, he is inclined to be skeptical and to think he knows a good deal better about how he feels than the doctor does. How can a doctor tell whether

he has a pain or not? The doctor cannot see a pain. He also fears to try to do any work because he argues that if he is seen at work his compensation will be stopped. If he is forced to go to work, and particularly if he is given a job beyond his strength, he becomes actually antagonistic. He never has shown much spirit of cooperation, but now he is a man with a grievance. His merciless employer has not only injured him in the first place, but now, aided by his conscienceless hireling, the doctor, is forcing him, a poor, sick, suffering man, to work when he is not able to work. Well, he won't work till he gets good and ready. He says, in substance, if not in actual words, to the

doctor: "I am going to be the judge of when I'm cured; I'll tell you when I'm cured; not you tell me. Now, damn you, let's see you cure me."

The real root of the whole trouble is that to certain types of mind it is more attractive to be sick and to draw compensation than to work and draw wages, and the greater the compensation, the higher the premium placed on idleness and the more difficult it becomes to cure such patients and to induce them to return to work. Take as an example the case of a young man who was employed as an automobile salesman at a salary of \$25 a week. He took out a personal accident policy for \$25



DR. ANSEL G. COOK

a week. Business became slack, sales fell off and he went to work in the yard on a salary of \$18 a week. He strained his back while lifting an automobile. He had a real injury and was actually, for a time unable to work, but otherwise he suffered very little pain or inconvenience. While he was disabled he received \$25 a week from the accident insurance company and \$9.87 from his employer under the Workmen's Compensation Act. While he was disabled he could draw \$34.87 a week and have his time to himself. If he worked he would only receive \$18 a week. Question: Why work?

Another case was that of a carpenter, a steady industrious man, with a wife and two children. He sustained an injury to his right hand from which he should have recovered in 12 weeks. Yet this man, who could earn \$56 a week and sorely needed the money, lived for two years on \$18 a week compensation.

This does not sound reasonable. Surely there must be something the matter with this man's hand. If he had been able to use it he would surely have returned to work. It is not reasonable, but a neurasthenic is not reasonable. He may be intelligent, but he is not logical. Reason does not appeal to him in the least. No amount of positive proof would ever convince him of anything. His mind simply and absolutely rejects anything he does not wish to believe. For example, read some of the pamphlets of the anti-vaccination society.

In the case in point, the carpenter with the hand, he may or he may not have desired a large lump sum settlement that would compensate him for all his suffering and loss of time, or he may have enjoyed being a martyr. However the case may be, he had worked himself up into a fine exalted frenzy, and, like the martyrs of old, would have willingly allowed himself to be burned at the stake before he would have allowed anybody to cure that hand, without first paying him a substantial lump sum settlement. This would mean, to him, not only money, but a vindication and a victory. He had fought a long, hard fight. He had conquered and obtained his rights.

That such cases recover promptly (they do not all recover), after receiving a lump sum settlement, does not prove that they are conscious malingerers, though there is a certain amount of conscious exaggeration in most cases. After all, the workman is only a human being. Suppose you, yourself, had a backache and that I were to tell you that if it were only a moderate backache I would give you \$50,

but if it was a real hard backache I would give you \$1,000 and that I was rich and could amply afford the money. Wouldn't you, if you were perfectly honest, think the matter over and guess that perhaps, on the whole, that was a pretty bad backache?

It has long been known that the severity of a neurosis following an injury (a traumatic neurosis so called) bears no relation to the severity of the injury. As a matter of fact, the neurosis is not caused by the injury. The elements of the neurosis existed before the injury, and the mind consciously or subconsciously seized upon the injury as an excuse to develop and exploit the neurosis. Dr. Lewellys F. Barker of Baltimore considers a neurosis as a psychic reaction, depending upon a covetous wish. Thus, a compensation neurosis depends upon a covetous wish for compensation.

K. Bonhaefer of Berlin states that, "shock emotion symptoms were confined to soldiers at the front on both sides, but never among the prisoners who were thus out of danger from the war." These soldiers coveted safety for their bodies and their minds developed a protective neurosis that enabled them to take their bodies out of danger. A neurosis, therefore, is always fundamentally a more or less carefully hidden, covetous desire for something or other and such a thing as a traumatic neurosis does not exist because nobody covets a trauma except for such things as can be attained by means of a trauma.

So much for the disease. Now for the remedy. In the first place let us all realize that a neurosis is an attitude of mind, a covetous wish, and that it is quite as much a legal as a medical question. Let us have more cooperation and less selfishness on the part of all concerned. Stop temporizing, shifting the responsibility and avoiding the issue. Let us all get together and meet the issue fairly and squarely. We can never stop the leak because we cannot change human nature. Manners and customs change, but human nature is the same today as it always has been. We can, however, do much to diminish the leak and lighten the labor at the pumps.

In the army, a doctor is not allowed to give orders to anybody except the patients who are actually under his care, but he can make recommendations to anybody he likes, even the Commanding General. Of course, the General does not have to follow the recommendations unless he chooses. But the making of the recommendations relieves the doctor's mind and often calls the General's attention to con-

ditions of which he might have been in ignorance or gives him a side view of a situation from a different angle. Availing myself of this war time privilege which I still claim by virtue of my present commission in the Auxiliaries, I make the following recommendations:

To the insurance companies, I would suggest that you might keep in closer touch with your patients; that your intelligence service might be more efficient; that you do not know all that is going on. The other day

I read in the paper that a doctor had sent in a bill which included, among other charges, one item of 354 bakings at \$2 a bake. The insurance company knew nothing about it until the time came for final settlement. If the doctor had been made to send in his bill every month the company could have checked up on the baking item and investigated. Doctors do not object to sending monthly bills. They are glad not to have to wait a year or two for their money.

Sir William Osler has been quoted as saying that it is even more important to know the patient than to know the disease from which the patient suffers. You would find it greatly to your advantage if you would employ a corps of specially trained, tactful, young women, such as nurses or social service workers. When an accident occurred one could be sent to investigate. She might say to the patient that the company was sorry to hear he had been injured and had sent her to inquire if he was being made comfortable. This polite attention would please the patient and he would proceed to tell her all about it. All she has to do is to be a good listener and to size up the situation, patient's habits, character, wife, friends, environment, etc. Then she could call on the doctor and the foreman at the factory and let them tell her all about it. All these people will tell her things they would never dream of writing to you and when the young woman makes her report to your office you would be in possession of accurate, first-hand information that would be of great help to you in the management of the case.

Also, by being familiar with conditions at the factory and knowing the foreman, she might later, if you wished it, be of service in getting the patient a job at such work as he was able to do, and in calling occasionally to

see how he was getting on with his job and what his foreman had to say about him.

The young woman must be made to understand that she is in no way to interfere with the management of the case. She must make no suggestions to either the patient or the doctor. She must give no opinions. Her whole duty is to find out what is going on and report to you. If the patient or anybody asks her for anything, she is to say that she will make

a note of it and include it in her report. She will in no way interfere with the work of your adjusters, but will, in fact, save much of their valuable time.

To the medical profession I would recommend that these compensation cases be treated as children and that the insurance company be considered as their father who is paying the

bills. Let the insurance companies have all the X-rays, laboratory tests and consultations they want. It relieves you of responsibility. Make no objection even when they take one of your patients away from you and send him to another doctor for convenience or to satisfy some whim of the patient. This does not injure your reputation and the insurance company will soon send you other patients.

And now, a few "don'ts." Of course, nobody ever did such a thing, nobody ever thought of doing such a thing, and it is absurd for me even to make the suggestion; but don't, just don't, that is all. Don't make a meal ticket out of a chronic patient. Don't make unnecessary visits. Don't do unnecessary operations. Don't make neurasthenics. Remember that all your work is sure to be reviewed by other doctors at the time of the hearing before the commissioner; that, if it is good work, it will stand to your credit, and if it is poor work your reputation will suffer in consequence. The commissioner is trying honestly to get at the truth and will allow the doctor to tell the whole story in his own words. He may tell what he found the condition to be, what he did about it, why he did it, what he considered the final result to be and whether or not he thinks the case ought to be settled. The doctor will be asked also to give his estimate of any permanent disability that may have resulted and he will be allowed to tell how he formed his estimate. This gives him a chance to bring in his

(Continued on page 20)

"It has long been known that the severity of a neurosis, following an injury, bears no relation to the severity of the injury."



AERIAL VIEW OF THE A. C. GILBERT COMPANY, NEW HAVEN

The Gilbert Company is one of the largest toy manufacturing concerns in the country and makes the famous "Erector" toys, dear to the heart of every small boy, as well as other educational and mechanical toys and electrical products made under the "Polar Cub" trade name. This is the thirteenth of a series of aerial views of Connecticut plants appearing in Connecticut Industry.

Industrial News Around the State

INTERNATIONAL SILVER PURCHASES WEBSTER COMPANY

The International Silver Company of Meriden has purchased E. G. Webster & Sons, Inc., a hollow-ware manufacturing concern of Brooklyn. Machinery and tools will be installed at Factory A in Meriden and a few of the former employees will be brought to that city.

ADDITIONS TO REMINGTON-RAND PLANT

The Remington-Rand Corporation has taken over the former Roberts Typewriter plant at Stamford and after making extensive alterations will occupy the property for experimental laboratory purposes. The company was ex-

pected to begin operating about March 1 with from 50 to 60 skilled employees, transferred from other divisions.

FOR ADVANCEMENT OF HAT INDUSTRY

Under the leadership of *The American Hatter*, trade publication of the hat industry, a committee has been appointed to promote an organized effort for the advancement of the hat industry. Two Connecticut men, Frank H. Lee, president of the Frank H. Lee Company and of the National Association of Hat Manufacturers, and Harry McLachlan, president of H. McLachlan & Co., both of Danbury, are members of the committee.

NEW MILFORD HAT COMPANY SOLD

The New Milford Hat Company of New Milford has been sold to the Connecticut Hatters Fur Company, recently formed for cutting fur by a new process.

HASTENS ROAD BUILDING

Highway Commissioner John A. Macdonald of Connecticut has reported a new concrete formula to the United States Department of Public Roads. The formula is the result of investigations carried on during the past year by Frank G. Flood, chemist and engineer of the Highway Department. Formerly, concrete roads were not opened until 21 days after laying, but the concrete is now "cured" by the use of calcium chloride under the Connecticut formula and as a result in some instances roads have been opened in as short a time as three days. The resulting economic saving in the lessened use of detours, one-way traffic, etc., has been very large.

NOBLE ELECTED PRESIDENT OF STERLING CLOCK COMPANY

Edward J. Noble, president of Life Savers Corporation of Portchester, New York, has been elected president of the Sterling Clock Company of Meriden, makers of electrically operated automobile clocks. Lewis J. Stern, inventor of the clock, who is in charge of production, was elected vice-president, E. W. Campbell, secretary and treasurer, and E. M. Gilman, assistant secretary and treasurer.

NEW MANAGER FOR ATLANTIC COAST FISHERIES

Robert A. Ross, manager of the Atlantic Coast Fisheries Corporation at Groton, has resigned and his place has been taken by L. F. Kedie of Philadelphia.

E. O. GOSS CONVALESCENT

E. O. Goss, president of the Scovill Manufacturing Company of Waterbury who was recently operated on for acute appendicitis has shown continued and rapid improvement.

SELLS NEW PICKERS HERE AND ABROAD

The E. H. Jacobs Mfg. Co. of Danielson has the exclusive selling agency for a new picker for drop box looms, made by the General Electric Company. W. Irving Bullard, treasurer of the Jacobs Company has been abroad organizing selling agencies in foreign countries. The new picker is made of textolite, a product developed by the General Electric engineers and research staff. It is made of especially woven army duck combined with synthetic resin and processed in steel molds.

NEW ASSIGNMENTS IN BRIDGEPORT ORDNANCE DISTRICT

By order of the War Department, divisional assignments of officers attached to the Bridgeport District Ordnance office since September 26, 1927, have been made as follows: *General Office, Executive Division*, Captain W. A. Dower; *Administration Division*, Captain O. E. Abrams; *Technical Division*, Major P. W. Bidwell and Captain E. A. Wagner.

Ammunition Division, Captain H. E. Norman and 1st Lieutenant E. F. Bessette; *Artillery Division*, 2nd Lieutenant F. R. Young; *Small Arms Division*, Major G. E. Tenney, Captain W. F. Costello, Captain F. P. O'Hara; *Gage and Inspection Division*, Captain A. G. Woerz, Captain Richard Stanton, Captain L. M. Church, 1st Lieutenant C. E. Moeller, 2nd Lieutenant J. A. Taylor.

BARNEY ELECTED GENERAL COUNSEL OF HARTFORD ELECTRIC LIGHT

Austin D. Barney has been elected general counsel of the Hartford Electric Light Company, succeeding the late Judge William F. Henney. For several years Mr. Barney assisted Judge Henney in his work for the company.

MORE PRATT & WHITNEY ENGINES

Awarded a navy contract for 96 "Hornet" engines amounting to \$1,059,850, the Pratt & Whitney Aircraft Company of Hartford, through its president F. B. Rentschler has announced that its unfilled orders, amounting to about \$6,000,000 will consume more than a year's output. At the present time the company has unfilled orders for 400 "Wasp" engines, which are of a smaller type than the "Hornet."

Captain R. A. O'Neill representing the Pratt & Whitney Aircraft Company and the Boeing Aircraft Company of Spokane, Washington, will demonstrate planes in South America made by the Boeing Company and equipped with Pratt & Whitney engines. He will fly from Rio de Janeiro to Argentine, Chile, Cape Horn, along the west coast of South America and from there to Central America and Mexico. Three planes for his use have been shipped to Rio de Janeiro. One, a standard Navy fighter is intended for the flight itself, the two other planes, a Flamingo seaplane and a standard air mail plane, will be chiefly used for demonstration purposes.

Captain O'Neill will be gone three months or more and expects to fly approximately 5000 miles.

NEW HAVEN ROAD INSTALLS HOSPITAL

The New York, New Haven & Hartford Railroad has installed a completely equipped hospital in rooms on the second floor of the Union Station at New Haven. The equipment is of the most modern sort and is said to be in advance of that of any railroad hospital in the country. Dr. Ralph H. Jenkins will be in charge.

Among the instruments and the apparatus of the railroad hospital are the most modern and effective electric ray lights, the result of recent discoveries and inventions. Two of the rooms of the hospital contain infra-red machines of varying powers for the treatment of strains and bruises, a fleuroscope for the diagnosis of fractures, vacuum and magnetic instruments for the removal of cinders and steel splinters from the eyes, violet ray apparatus, ultra-violet ray dispersers, an instrument for the stimulation of the ears by the creation of comparatively soundless vibrations which affect the eardrums, and electric apparatus which creates a diathermic current.

Ordinary facilities are so arranged as to enable the doctor in charge and his assistants to give the best possible service. Faucets are operated from the floor by the feet, leaving both hands free for manipulation. Electrical refrigeration is used to keep vaccines and other mixtures and cultures at proper temperature. Sterilizing machines purify surgical instruments immediately after their use. There is a laboratory department for experiment, a ward for the badly injured, an operating table and everything necessary for the efficient operation of a hospital.

ADDED TO WHITLOCK BOARD

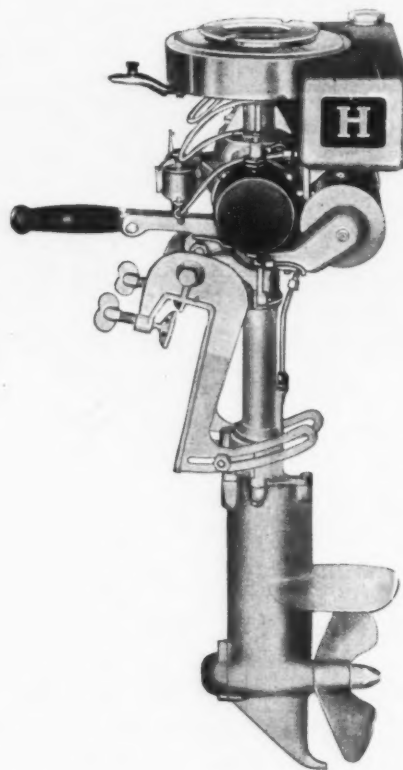
Two new members, Heywood H. Whaples and Waldron C. Beekley, were added to the board of directors of the Whitlock Coil Pipe Company at its recent annual meeting. James L. Goodwin was re-elected president and treasurer, Waldron C. Beekley, vice-president and secretary, and W. L. Howard, assistant treasurer.

NEW UTILITIES HOLDING COMPANY

The Central Connecticut Power & Light Co. is to pass into the hands of a holding company to be known as the New England Water, Light & Power Co. with headquarters at Providence. The new company will be capitalized at \$4,000,000 under the Massachusetts law, and will control companies serving Exeter, New Hampshire, and several cities in Massachusetts and New York.

GRAY AND PRIOR MAKE NEW OUTBOARD MOTOR

The "Hartford" Twin Outboard Motor, which has just been put on the market by the Gray and Prior Machine Company of Hartford has lately established new records in southern races. Boats equipped with "Hartford" motors won first and second place and easily out-distanced the field in the outboard



Gray & Prior Outboard Motor

motor races held off Tahiti Beach, Florida, in the latter part of February. Early in the year a "Hartford" equipped boat won the McCormick and Morrison trophies in the Class B motor events at the First Annual Regatta of the Southern Florida Boat Racing Association.

The motor has been on the market only a few months, having been announced in December, yet the company has already received orders from Finland and New Zealand.

(Continued on page 14)

A Great Man "Carries On"

TWO hundred miles south of Manila there lies an island that is beautiful with the luxuriant growth of the tropics. Bright sunshine and warm rains have produced trees and flowers and shrubbery in profusion and nature in its lavishness has created a home of beauty for the more than five thousand inhabitants who dwell there. Over all flies the American flag. The island is Culion, "Island of Living Dead," and the nearly 6,000 human beings who dwell there are lepers, members of the largest leper colony in the world, isolated from the rest of the world and doomed to a certain and living death if modern science is not aided in its advances upon the disease.

General Leonard Wood, governor general of the Philippines from 1921 until his death in 1927, was responsible for the movement to raise money in the United States for the eradication of the disease, which, contrary to the common impression can be cured. It is in his memory, carrying on the task that he laid down, that a committee of earnest men and women headed by Governor Trumbull as honorary chairman, is helping Connecticut to do its bit in the national effort now under way. The local chairmen in the state are Walter E. Batterson, Hartford; Frederick S. Chase, Waterbury; Judge John L. Gilson, New Haven;

Stanley H. Bullard, Bridgeport and Judge James E. Brinkerhoff, Stamford.

Mrs. Otto C. Wiedman of Hartford, organization chairman, explains the work simply:

"Under the leadership of General Leonard Wood the movement was started for the eradication of leprosy from the Philippines and throughout the world, even as yellow fever, small pox and cholera were banished from the Philippines under his leadership. While Governor General of the Philippines he visited the great leprosarium at Culion no less than seventeen times and learned that more than a thousand cases of leprosy had been cured by the use of chaulmoogra oil. An investigation proved to him that if the medical staff could be increased and the laboratory facilities enlarged it would require only a short time to perfect a method which would end the sway of leprosy for all time. At the age of 67 he obtained a leave of absence and came back to America, determined to spend the last years of his life in this great work. He appealed to the American public for a fund of \$2,000,000 but before this sum could be obtained death cut short his career. His friends took up the task and the fund will be raised as a memorial to a 'Great soldier, humanitarian and administrator.'

"Few know," ex-



CULION
"The Island of Living Dead"

"IN the hour of Leonard Wood's death we shall not speak much of the tragedies and disappointments that came to him even in the midst of his great achievements. He was too good a soldier to voice vain regrets, yet we cannot forbear recalling the day when he stood on the shores at New York Harbor and saw the division that he had trained leave for France under command of another — 'The orders have been changed, and I am going back to Funston. . . . There is nothing to be said. These orders stand and the only thing to do is to do the best we can . . . That is what we are here for. That is what we have been trained for . . . Good luck, and God bless you.'

"The orders have been changed. General Wood is not to go back to his post in the Philippines. His road lies through Arlington. The orders stand and the only thing to do is to do the best we can and to keep alive in America the traditions of public service which were the breath of his being."

plained Mrs. Wiedman, "that the largest leper colony in the world lies under the American flag, nor know of the cures that have taken place in the past five years, the reward of the sacrifice of an American medical staff, exiled from home and friends, carrying on research work that will ultimately banish from the face of the earth one of the last and perhaps its most dreaded scourge — provided adequate funds are secured. Chaulmoogra oil is expensive and most of the supply is still obtained from India. It is being experimented with at Culion in an attempt to grow it there at lessened cost.

"Children of lepers," she added, "are not born with the disease. If they can be isolated from their parents at an early age they can be saved and funds are badly needed for this purpose."

\$600,000 is spent annually by the Philippine Government on Culion, one third of its total health appropriation. \$2,000,000, it is estimated, if made available quickly, will complete the eradication of the disease.

INDUSTRIAL NEWS

(Continued from page 12)

BURTSSELL NEW PRESIDENT OF SARGENT COMPANY

For the first time in over 72 years the presidency of Sargent and Company of New Haven has passed outside of the Sargent family. At a recent meeting of the directors of the company George Lewis Sargent resigned the presidency and Bertram W. Burtzell of Buffalo was elected president and general manager. Mr. Burtzell, who has had very wide industrial experience, was at one time with the Brown & Sharpe Manufacturing Company of Providence and then became factory manager of the Packard Motor Company of Detroit. Since 1920 he has been president and general manager of McKinnon Industries, St. Catherine's, Ontario, and the McKinnon Dash Company of Buffalo. There is no change in the officers or directors with the exception of the addition to the Board of Mr. Burtzell and Edward Harding, the latter a member of the firm of Campbell, Harding & Goodwin, attorneys of New York City. Bruce Fenn of New Haven is vice-president, Ziegler Sargent vice-president and treasurer and Murray Sargent secretary. The board of directors include George Lewis Sargent, Edward R. Sargent, Joseph D. Sargent, Bruce Fenn, George F. Wierpert, Wilfred Lewis, John Sargent, Ziegler Sargent and Murray Sargent.

PINNEY HEADS WILLIAMS BROTHERS

At the recent annual meeting of Williams Brothers Manufacturing Company, cutlery manufacturers of Glastonbury, several changes in officers were made. The resignation of President James S. Williams was accepted with regret and George H. Pinney, former general manager, was elected president and treasurer. Mr. Pinney will continue also as general manager. Otto Thieme, formerly works manager of the Underwood Computing Machine Company of Hartford was elected vice-president. Richard S. Williams, who was elected secretary, was formerly assistant secretary and purchasing agent of J. B. Williams Company of Glastonbury. George W. Burney, elected assistant treasurer, has been with Williams Brothers for several years.

WOOLEN MILLS ON OVERTIME

The Lawrence Keegan Company at Wiltonville is now running night and day shifts on a large order for blankets received from J. C. Penney Company of New York.

RE-OPENING OF MIDDLETOWN PLANT DELAYED

Re-opening of the Goodyear Rubber Company plant at Middletown, following the merger announced in the last issue of *Connecticut Industry* has been postponed pending the conclusion of arrangements. The Middletown company, which manufactures "Gold Seal" overshoes, has taken over the Lamberts-ville Rubber Company of New Jersey, makers of "Snag-Proof" rubber boots.

BEARDSLEY AND WOLCOTT COMPANIES CONSOLIDATE

The Beardsley Manufacturing Company of Waterbury and the Wolcott Manufacturing Company of Hartford will be consolidated as the Beardsley and Wolcott Manufacturing Company. Both companies are well-known manufacturers of electrical specialties.

C. E. Beardsley is president and treasurer of the new company; Frank E. Wolcott vice-president and Rowley W. Phillips secretary.

Announcement has also been made of Mr. Beardsley's election as president of the Bridgeport Brass Company, succeeding Carl F. Dietz, recently resigned.

Our idea of the meanest man in the world, is one who goes through a revolving door without pushing.

Congress at a Glance

News of the Month in Washington

Ships That Pass in the Night

ON February 14 Governor John H. Trumbull appeared before the United States Shipping Board in support of the plan of the Trans-oceanic Corporation to establish a four-day line operating between a New England and European ports. (See also the February *Connecticut Industry*.) The company proposes to build six ships, for which a government loan is essential. The vessels, as explained last month, will be of the airplane carrier type, similar to the *Saratoga* which was recently launched and planes can land on and take off from the decks of the boats. A government loan of \$94,500,000 is asked for to build the six ships and the Trans-oceanic Corporation has stated it would supply \$25,000,000 for construction and \$25,000,000 for the operation of the vessels.

Commodore Herbert Hartley has been making an inspection tour of New England and spent considerable time at New London inspecting port facilities there.

Taxes

In spite of the approach of March 15, when the Treasury Department is to announce corporation earnings for the first quarter, hope for tax reduction at this session grows daily more feeble. Something may yet be accomplished but the outlook is not propitious.

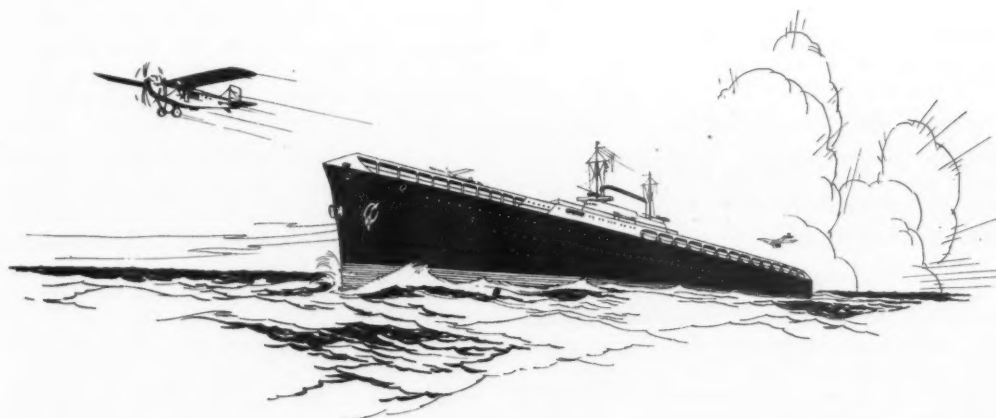
Farm Relief

On February 15 the Senate Committee on Agriculture and Forestry ordered a favorable report on the McNary bill, equalization fee, surplus provisions and all. Senator McNary will report early in March and the measure is practically the same as the one vetoed by President Coolidge at the last session although some changes have been made. The section having to do with the appointment of the Farm Board, to which the President objected, has been omitted so that he may appoint members as he "chooses," with the advice and consent of the Senate. The bill now includes all agricultural commodities, also.

In the meantime the House Committee has been turned to by farm leaders to alter the equalization fee provision in the Haugen bill so that it will be acceptable to the President.

Favor Browne Forestry Bill

The Association has gone on record through its Committee on Agriculture in favor of the Browne Forestry Bill which would appropriate \$75,000 for three years, to be used by the Forestry Service of the Department of Agriculture in studying paper mill wastes.



Flood Control

Senator Jones, chairman of the Senate Commerce Committee has introduced a new compromise flood relief measure by which the Federal government would assume costs up to \$325,000,000 for constructing adequate levees along the flooded area. The surveys of the Mississippi and its tributaries, already approved by Congress, would be pushed as rapidly as possible and the Jadwin engineering plan which is approved by the President, would be followed. The President is authorized to establish an hydraulic laboratory "for the scientific investigation and study of stream flow and all related questions." Under this plan it is estimated that the cost to the states in the flooded area would be from \$10,000,000 to \$15,000,000.

The Reid flood control bill, about which much has been said, more or less disregards the Jadwin plan, making the Federal government assume all costs and creating the Mississippi Valley Flood Control Commission to replace the present Mississippi River Commission.

Alien Property

Both the House and Senate have accepted the conference report on the Alien Property bill providing for settlement of war claims. The bill authorizes a \$100,000,000 appropriation, to pay for ships seized by the United States from German companies and payment in full of all claims of \$100,000 or less. On claims of over that amount a down payment of 80% will be made, the balance payable as funds become available under the Dawes settlement. \$11,500,000 is the annual German payment for the cost of the American army of occupation after the war. The bill further provides that Austro-Hungarian property will be returned as soon as those governments deposit funds adequate to meet American claims.

Here He Is Again

Representative Berger of Wisconsin has introduced an old-age pension bill which would provide \$12 a week to anyone in the United States over 60 years of age.

Reapportionment

The bill introduced by Representative Fenn of Connecticut to reapportion the House membership on the basis of the 1930 census instead of on the 1910 census as at present, would give Connecticut one more representative. Speaker Longworth has come out as a strong advocate

of the bill and wide discrepancies have been developed through the published list of the net gain or loss to each state. A similar bill failed of passage at the last session by 197 to 187.

Anti-Injunction Legislation

Hearings have been held the past month for opponents of the Shipstead anti-injunction bill (see *Connecticut Industry* for February) to which the Manufacturers Association of Connecticut has recorded its opposition. Among those appearing against the bill was Walter Gordon Merritt of the League for Industrial Rights. The Shipstead bill, said Mr. Merritt, would destroy almost all property protection so far as the equity courts are concerned and the right to resort to the injunctive process would be denied where other remedies existed in law, regardless of how inadequate those remedies might be. "The courts have held, with absolute fairness," he said, "that the stream of commerce cannot be dammed, whether by industrial interests or by labor."

James A. Emery, counsel for the National Association of Manufacturers has represented the Manufacturers Association of Connecticut and a number of other state and national groups, appearing for them against the bill. Mr. Emery declared that the enactment of such legislation would be unconstitutional and would take away effective equitable protection of the fundamental property rights of all citizens.

Army Must Pay Duty

An attempt was made and lost, to get the Army appropriation bill through with a clause in it which would have accorded the War Department the privilege of free entry of goods into this country. Congress has already condemned the practice of the War Department in buying uniform cloth abroad when domestic manufacturers were facing a stagnant market.

Prison-Made Goods

Several bills are before Congress having to do with the sale of products of prison labor. Hearings have been held on bills introduced by Representative Cooper of Ohio and Senator Hawes of Missouri. H. R. 6044, one of the Cooper bills, would divest goods made by prison labor of their interstate character. Mr. Cooper's other bill and the Hawes bill (S. 1940) would make prison-made goods carried in interstate commerce subject to the laws of the state which it enters.

March 5, 1928

TIME

The Story of Two Plants told in a newspaper clipping

Behind these two press accounts you can see the business facts that have created prosperity on one hand—and, on the other, stagnation.

A study in contrasts

In PIEDMONT CAROLINAS

Pleasant raw materials near at hand.
Abundant labor, both skilled and unskilled, glad to leave agriculture for industrial employment. Willing and productive.
Transportation open all year, uncongested, competitive, fine.
Legislation, sane and progressive, encouraging to manufacture and industrial development.
Hydro-electric power based on streams rising in the mountain section, one of the heaviest rainfall areas in the U. S.
Low-cost land, buildings and overhead.
Manufacturing costs substantially lower.
Markets, based on profitable agriculture (high-quality cotton, tobacco, truck) and on thriving industry.

Get All the Facts
This plant, built at a cost of \$1,000,000, is now manufacturing 100,000 yards of cloth a week. It is a modern, efficient plant, and its output is growing rapidly. It is a good example of the progress of the textile industry in the Carolinas.

In old, highly industrialized areas

Raw materials shipped in from a distance.
Labor scarce, hedged about by many artificial restrictions on output, and hampered by tradition or un-American ideas.
Transportation crippled by winter storms; often under strict control.
Legislation too often meddlesome and regulatory, burdensome and confiscatory.
Power based on high-cost fuel, transported over congested rail lines. Small hydro-electrical development.
Land crowded and prices costly to build.
Manufacturing costs very much higher.
Markets dependent on a declining agriculture and on industries that are stagnating or dying out.

Get All the Facts
This plant, built at a cost of \$1,000,000, is now manufacturing 100,000 yards of cloth a week. It is a modern, efficient plant, and its output is growing rapidly. It is a good example of the progress of the textile industry in the Carolinas.

DUKE POWER COMPANY
(OWNERS OF SOUTHERN POWER COMPANY, SOUTHERN PUBLIC UTILITIES COMPANY & ALLIED INTERESTS)

WE are glad to be able to give additional circulation to an advertisement appearing in the March 5 issue of *Time*, a photograph of which appears on this page. We do this because it is our belief that such an advertisement is as contrary to the ethical business principles of the industries of the South as it is contrary to those of our northern industries.

"Industry," to a New Englander is a word to honor. It means a business of solidarity, builded upon respect, providing an honest livelihood for its workers whether they be salaried or otherwise,

and competing on a clean and honest basis with industries in other sections whose existence it gladly recognizes and respects.

Connecticut industries do not need to be defended from statements such as this advertisement contains. Its crudity is too apparent and its false implications so easily disproved not only by other clippings appearing each month in *Connecticut Industry* but by the men who are manning our busy, thriving industries, operating efficiently on an Open Shop basis, served by the most complete network of air, rail and highway transportation agencies to be found in the United States, and helped in their development by power created to meet and to anticipate their needs. We do however defend from its reactions those in the Carolinas with whom we are proud and pleased to have had close business associations. We repeat that we believe such statements to be as contrary to their ideals of business ethics as they would be contrary to those of New England.

Diverting Water from Connecticut

THE proposed diversion by Massachusetts of the waters of tributaries of the Connecticut River has been watched for some time with serious concern by the State of Connecticut. Governor Trumbull in his inaugural address recommended the appropriation of funds to be used in protecting Connecticut's interests and the appointment of a commission to act in the matter. The outcome of this in the Legislature was the passage of a substitute for S. B. 34, which gave the Attorney General authority to act, with approval of the Board of Finance and Control.

On February 9, Colonel S. A. Cheney of the War Department held a public hearing in Springfield on the application of the Massachusetts Metropolitan District Water Supply Commission for a federal permit for diversion of the excess waters of the Ware River to provide for an additional water supply for the Boston Metropolitan District. Acting under authority, however, of the Massachusetts law, that state has already engaged in costly construction work. The map on the following page shows the present and the proposed Boston water supply system. The Sudbury and the Wachusett reservoirs are inadequate to supply the demands upon them, so the plan is to draw to the Wachusett reservoir from the Ware and Swift rivers, which, in turn, are tributaries of the Chicopee and the Connecticut.

At the hearing in Springfield President E. Kent Hubbard of the Manufacturers Association of Connecticut, acting under authority of its Power and Waterways Committee, appeared in behalf of Connecticut industries. He placed particular emphasis upon the extent to which the Connecticut River is now used in handling coal, petroleum, cement, lime, stone, sand and other commodities, and to the failure of Congress to provide for a proper increase in these facilities. River shipments now total approximately 600,000 tons a year and with proper canalization could be enormously increased.

"In 1926," said Mr. Hubbard, "over 160,000 tons of coal entered and left the port of Hartford. Glastonbury discharged and received over 12,000 tons. Middletown received and discharged over 54,000 tons, and the ports below Middletown officially received and discharged over 18,000 tons. In addition, the tonnage of cement, stone, lime, sand and other

commodities totaled in 1926 from Hartford over 50,000 tons, from Glastonbury nearly 5,000 tons, Middletown over 17,000 tons, and the ports below Middletown over 4,000 tons. Add to this a petroleum tonnage of 330,000 tons and you have a total of official plus non-official tonnage of something over 650,000 tons a year. The authority for these tonnages was taken from the records of the U. S. Engineers' Office, War Department, Providence, R. I., from a survey which the Manufacturers Association of Connecticut instituted and from the official figures of the various oil companies utilizing the Connecticut River. The maintenance of the Connecticut River as a navigable stream presents a difficult problem, owing particularly to the shifting of the banks and the accumulation of sand from chartered bars. The present 12 ft. depth has scarcely been maintained, whereas a 14 ft. channel is necessary if Connecticut cities are to be served adequately. Should the river be dredged to permit the use of barges carrying 1700 to 1800 tons of coal instead of the 1000 tons now generally in use, the freight rate from Norfolk, Virginia, could be decreased by approximately 30¢ a ton."

Discussing flowage rights, Mr. Hubbard said: "Riparian proprietors upon navigable as well as on unnavigable streams are entitled, in the absence of limitation on their rights, to have the stream on whose water-shed they are located, flow as it is wont to do by nature without material diminution or alteration.

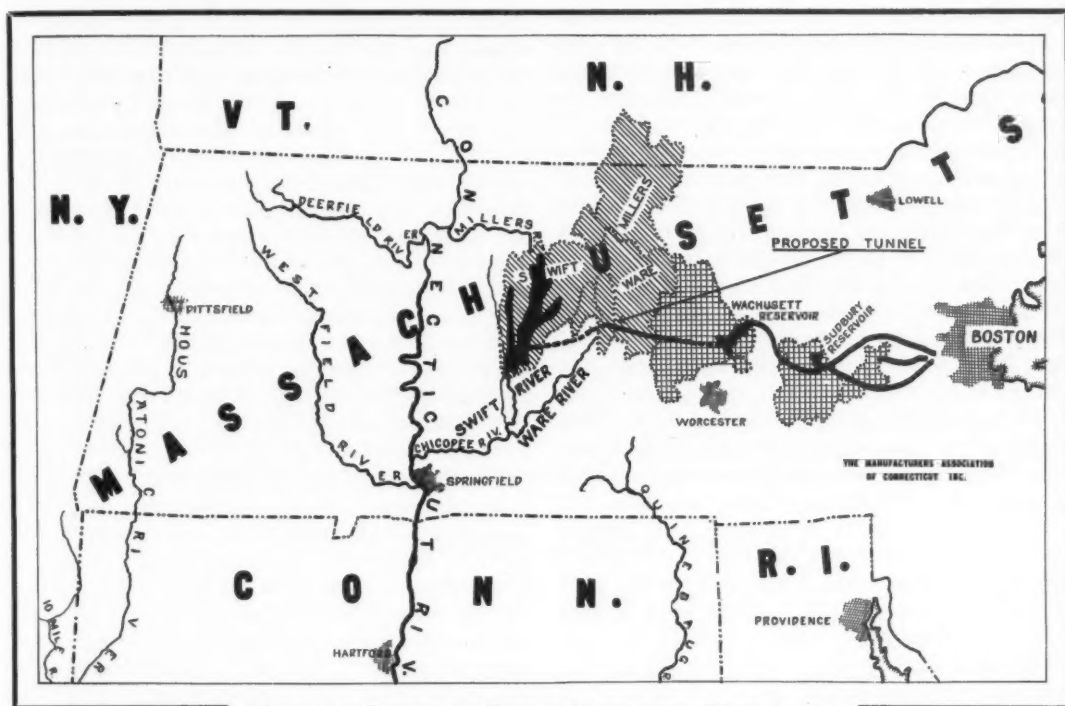
"By custom so ancient that its origin cannot be traced, and by law, the right to the natural flow of a stream is incident to the water-shed. Likewise, a river which flows in interstate is common property. 'Water runs naturally and should be permitted so to run, so that it may be enjoyed by those whose land it passes.'

"As Mr. Caleb Saville, Superintendent of the Hartford Water Works, points out, the right in flowing water, whether sovereign or proprietary is merely *de usufruct*, and is not ownership of a property. The title of the State to its water courses is not proprietary but is limited to a holding in trust in a common property for the benefit of its citizens. Clearly the State of Connecticut, apart from the jurisdiction of the War Department, has a right to the natural flowage of the Connecticut River without material diminution. In the

case of the Connecticut River, material diminution means any perceptible diminution of the natural flow. I believe that it is incumbent upon the War Department in considering this matter to take into account the fact that a 12 foot channel really means a ten foot six

Conn. 52-Conn. 570). An upper State cannot divert water to the injury of property or destruction of navigation lower down, and attempts to do so will be restrained by courts having jurisdiction.'

"It is interesting to note that Massachu-



MAP OF THE PRESENT AND PROPOSED METROPOLITAN WATER SYSTEM

The cross-barred spaces are the reservoirs now in use. The proposed drainage area is indicated by diagonal lines

inch channel; and further, that even a 12 foot channel does not meet the needs of the shipping public. In a river in which the difference in depth amounts only to two inches between the ability to float small barges and inability to float such barges, any diminution of flow is serious, and those who are responsible for contemplated diminution should be held accountable and should be restrained by the War Department and by the courts. 'For neither a riparian proprietor nor those holding land by sovereign rights, have the right to divert the water of a stream into a reservoir for purpose of supplying others with water where the diversion amounts to a substantial diminution of the water.' This principle is clearly set forth in *Belfast Paper Works vs. Boyd* (Ir. L. R. 21 En 560). And again, 'One State cannot authorize changes in a river which will injure property in another State. (*Holyoke Water Power Company vs. Connecticut River,*

setts' courts have consistently been insistent in the protection of the rights of riparian owners. In *Parker vs. American Woolen Company* (195 Mass. 591) the court held 'that no riparian proprietor has the right to use the waters of a natural stream for such purposes or in such a manner as will materially corrupt it to the substantial injury of a lower proprietor, or to cast or discharge into it noxious and deleterious substances, which will tend to defile the water and make it unfit for use.' Clearly, lessening of the present flow of the Connecticut River constitutes the use of the waters 'in such a manner' as to materially corrupt it. There is a large population living on the watershed of the Connecticut River in Connecticut. There are many manufacturing concerns employing hundreds of workers. The tremendous amount of sanitary sewage and industrial wastes which are discharged directly and in-

(Continued on page 25)

A MEDICAL MAN'S VIEWS

(Continued from page 9)

X-ray reports, laboratory findings and to tell what other doctors told him in consultation and what the patient or the patient's friends told him. The doctor's whole value as a witness depends on what impression he makes on the commissioner. If the commissioner considers the doctor fair, skillful and of sound judgment, he will be influenced by what the doctor says. If the commissioner considers that doctor prejudiced or incompetent, the doctor's testimony will have no influence. The doctor should never make the mistake of thinking the commissioner is a fool and try to put anything over on him. The doctor should not allow the fact that he is called by either the claimant or the insurance company to affect his testimony, and his estimate of permanent disability should be the same in either case.

To the manufacturer, I would say this. You have just been forced to pay a heavy premium to the insurance company to cover your liability under the Workmen's Compensation Act. You may feel that you have purchased immunity from the annoyance of having cripples about your shop. You want your factory to be a place where strong, active workmen can do real work and not a hospital for cripples.

The insurance company will take all injured workmen off your hands, care for them, cure them, return them to you ready to go to work again and pay all the bills. But have you any clear idea of how the money is spent and how much all this is going to cost the insurance company? And, further, do you realize that all this money will come out of your pocket eventually in the form of higher premiums?

You naturally would like to see that as much as possible of this money you have paid to the insurance company comes back to you in the form of benefits to your own employees, rather than to have it spent for the benefit of the employees of your rivals in business. But if you urge the insurance company or the commissioner to deal leniently with your own employees and to give them greater benefits than to which they are entitled, you will establish a precedent and rest assured that others will follow your example. More money will be spent, the premiums will rise, in consequence, and it is you who pay the premiums.

In all serious injuries there is a period when the patient is unable to do any kind of work and requires active treatment. This is followed

by a period, usually a much longer period, of convalescence, when he requires little or no treatment and is able to do certain kinds of light work, but is not able to do heavy work. It is during this period of convalescence that all the trouble begins and all the waste of time and money occurs. The longer the convalescence, the more demoralized the patient becomes and the less he is inclined to return to work. The patient is up and dressed, he suffers little or no pain, the doctor is no longer anxious about him and has discontinued his visits. The patient contrasts his present condition with what it has been and feels that he is on the high road to recovery. Then he tries to do something that he used to do with ease before he was injured and finds he cannot do it. This throws him back into the depths of despair. He thinks he is not cured after all and he is sure he never will be. Right here starts the traumatic neurosis, which, if not nipped in the bud, goes on indefinitely and finally ends with the payment of a heavy lump sum settlement.

If the patient has nothing to do but sit and nurse his troubles, he magnifies them. He demands more attention and gets special and expensive treatments, directed quite as much to his mental attitude as to his physical condition. If this fails, he may have to be sent to a still more expensive sanatorium, where he gets more expensive treatments and is taught basket-weaving, in the hope of diverting his mind into other channels. I do not wish to decry the use of any of these special treatments; in fact, I am often forced to resort to them myself, but I am firmly convinced that as soon as the patient is physically able, a little work in a factory, in an environment to which he is accustomed and in the company of his old friends, a little real work that will put something in his pay envelope at the end of the week, will, to a great extent, obviate the necessity of the special treatments and bring more comfort to his soul than the weaving of baskets in a sanatorium.

At this stage of the disability, a sympathetic foreman, who will give the patient a light job, encourage him, get him interested and gradually work him up until he is able to do his full time regular work, will accomplish far more than any doctor.

I ask you to give us these jobs, not on account of the saving of money it would be to you, although, by keeping these men in your factory, you would be able very materially to reduce the premiums you pay the insurance companies, but for the sake of the man himself

because he is a patient and I am his doctor and I want to cure him.

Cases, of course, vary, but it is fair to assume that a workman who had sustained an ordinary fracture of the leg below the knee would be able to take a sitting-down job in three months and that he would not be able to take a full time hard job in less than twelve months. This means nine months in which he must remain idle if nobody will employ him until he is entirely cured.

As an illustration of how simple many of these cases are and how easily they can be managed when we can secure a little cooperation on the part of the employer, I will relate the experience of one of my own patients. A man reported to his foreman that he had strained his back and was unable to work. The foreman sent the man to a doctor. The doctor could find nothing wrong with him and told him to return to work. A few days later, the man still insisting that he was unable to work, was sent to a modern hospital equipped with an up-to-date laboratory and X-ray department.

At the hospital he was put in bed and his clothes locked up in the baggage room. Four days later, all tests being negative, he was transferred to my service. I found a young athlete, very much out of temper and vowing vengeance against the hospital and everybody connected with it. Such an examination as he would allow me to make showed no sign of disease or injury. I did not tell the patient the result of my examination, but ordered his clothes returned to him and that he be given liberty to leave the hospital every afternoon. I advised the patient to go to a movie but to be sure to return to the hospital in time for supper.

I took this method of dealing with him because he evidently considered me his enemy, and, in his present state of mind, would tell me nothing I wanted to know or do anything I wanted done. By failing to prescribe for him and by allowing him to leave the hospital I created in his mind the impression that I hoped he would not return, in which case I would have an excuse for stopping his compensation. I felt certain of his return because he would not

Vermont Comes Back

WITHIN a few short months after one of the greatest disasters that has ever visited New England, Vermont, the chief flood sufferer, is able to announce that normal conditions are so far restored that business is being carried on as usual. What has been accomplished in the restoration of railroad and highway transportation is evidence of courage and energy of the highest order. Practically all lines of communication are now open and when the summer tourists arrive, they will receive their usual cordial welcome and be as comfortable and well cared for as heretofore.

Vermont manufacturers are ready to deliver goods with normal promptness and efficiency and freight as well as passenger traffic is on a normal basis.

The good news of the restoration of industry is of particular interest to Connecticut manufacturers, who, through the Manufacturers' Association of Connecticut assisted in restoring the office and equipment of the Associated Industries of Vermont.

The photograph shown

here is a typical example of the effect of the flood upon transportation lines at points where the latter were not completely wiped out.



*Railroad Tracks Twisted Into a Fan
(Photograph by Boston & Maine)*

allow himself to fall into what he considered so obvious a trap. I learned from the nurse that the patient's wife called to see him every evening and timed my next visit accordingly. She told me her husband earned, including wages, overtime and commissions, something approaching \$60.00 a week and that she would be glad to have him back at work again. I secured her cooperation and in three days she had him calmed down and ready to talk to me. I then learned that his work consisted of loading heavy cases, containing 12 one-quart bottles of milk each, into a truck, of driving the truck and delivering the milk, one or two quarts at a time, to customers. Driving the truck or delivering the milk caused him no inconvenience, but he was not able to load the truck, as lifting the heavy cases caused a severe pain in his back. Fortunately, I knew his foreman, who, when the case was explained to him, readily consented to detail another man to load the truck.

The patient, when he heard that he would not be required to load the truck, consented to go back to work, but called my attention to the fact that his indisposition had only lasted twelve days and that he would not be entitled to receive compensation unless he had been unable to work for fourteen days. I could see his point, and, considering that we, at least, owed him that much for all he had endured, I discharged him from the hospital, told him that he might rest at home for two days longer and then draw his two weeks' compensation and report for work. His foreman told me, later, that the man's work was entirely satisfactory and that in about five weeks after his return, he, of his own accord, discharged his helper and loaded the truck himself.

This sounds childishly simple, and yet here were all the elements for trouble. If the man had continued to load the heavy cases into the truck he would have converted a slight sprain into a serious injury. If the foreman had not been willing to cooperate, the man would have been out of work for at least seven weeks and probably much longer. During this enforced idleness he might have developed a neurosis and he certainly would have remained a man with a grievance.

To His Excellency, the Governor, and to the honorable members of the Senate and House of Representatives of the State of Connecticut:

The labor unions, the manufacturers, the insurance companies and the doctors are all alike, each prejudiced in favor of his own side. They will all tell you that they, and they alone, are

just and honorable and that all the others are constantly seeking to impose on them. When they meet to adjust their differences they patch up some kind of an unsatisfactory compromise that lasts for a time, but they are about as likely to arrive at a solution of the problem that will be equally satisfactory to them all and to the people they represent as are the delegates in attendance at the meetings of the League of Nations. When you want something done that you cannot do for yourself, your best chance of getting satisfactory results is to select a good man, make him responsible, give him adequate facilities, tell him what you wish to accomplish and then let him alone. Leave this whole matter in the hands of your five compensation commissioners. They are familiar with all sides of the question and are in a position to know what is going on and to judge what is best to be done.

Yes, you may well ask, is not the commissioner also a human being? Is he made of any different clay? Why is he not as likely to be prejudiced as all the rest of us? What reason have you to suppose that he is going to be able to solve this problem? The commissioner is a human being and he is made of exactly the same clay, but he will not be prejudiced in favor of any party because he does not belong to any party. Human beings can be perfectly just and see clearly when the subject under consideration does not affect them personally. It is only when their own interests are affected that their judgment becomes warped and their vision clouded.

Your commissioner is very poorly paid. Give him the same salary you give to the judges of the Superior Court. Take the compensation commissioner out of politics; appoint him as you do your judges and remove only for cause. The compensation commissioner distributes more money than do the judges of the Superior Court and, he is of equal, if not greater, importance to the welfare of the community. He has a most difficult position that requires special knowledge, special training and that judgment which is acquired only by experience. He should be made to feel that the Commission is his life work, not a temporary job, which he is likely to lose at the end of five years and which is to be regarded as a stepping-stone to something better.

Given free rein and adequate remuneration, the commissioner would be ambitious to uphold the honor of the Commission. He would want everybody to believe that he could not be scared, bribed, driven or cheated; that, in his court, if in no other place in the world, was

wise, impartial justice. If one commissioner showed signs of weakness, this would reflect upon the honor of the Commission, and the four other commissioners would speedily bring him to terms.

The commissioner will never be able to satisfy his clients, for the claimant will always think he should have had more and the defendant will always think he has been made to give too much. But the world, which believes in fair play, will realize that justice has been done, and applaud.

The money the commissioner would be able to save would not be taken from suffering workmen who need it, but would be held from neurasthenics who suffer from a compensation neurosis and who would be cured and returned to work as soon as they were convinced that there was no chance of getting any more compensation.

It is a waste of time and money and a positive injury to the patient to allow these cases to drift on indefinitely. When the doctor in charge of the case is convinced that the patient is able to do light work; that, in fact, light work would be beneficial, and the patient refuses to cooperate with the doctor and refuses to take a light job that is offered to him, or, if he tries the job and claims he is unable to do the work when the doctor believes that he is physically able to do it and when it is evident that no progress is being made toward a cure, the case should be brought to the attention of the commissioner.

For the benefit of all concerned and to safeguard the interests of the patient, which should not be prejudiced by the opinion of one man, the commissioner might select two doctors, in whom he has confidence, to make a thorough examination of the patient, allowing them, if they consider it advisable, to have the patient from one to three weeks, under observation, in a hospital. The ultimate disposition of the case will, of course, lie in the hands of the commissioner. But, if the doctors agree that no progress is being made toward a cure; that no operation is indicated and that no line of treat-

ment is likely to prove of benefit, the case should be settled. The expense of the examination ordered by the commissioner, should be considered a necessary part of the care of the patient and be borne by the employer.

The claimant has the right to an appeal to the courts, but it is desirable that an absolutely final, irrevocable decision be made as soon as possible, for, as long as the slightest ray of hope remains of getting any more compensation, the neurasthenic can never be induced to return to work. Give the commissioner all the assistance he requires to do his work. Make or repeal only such laws as he desires.

For the above reasons the commissioner, and not the claimants or the insurance company, should be the sole judge of when and for what amount a lump sum settlement should be made.

Your Honors, the five commissioners: Let us assume that all the different people who are interested in the Workmen's Compensation Act have had the good sense to adopt my suggestions. You are now in a position of authority; you have been allowed to name your own salaries and you have been given unlimited power. Can you rise to the emergency and justify the confidence we have placed in you or must we send for Mussolini? The situation is fast becoming intolerable. Somebody is going to do something before long. You have been given the first chance. It should hardly be necessary to tell *you* what to do, but, as I have already told the others and lest you should feel slighted, I will make a few suggestions. Meet once a month, as do the doctors in all class "A" hospitals, and talk over your cases. Try to standardize your work, so that you will be able to render uniform verdicts in similar cases and so that a claimant will get the same verdict in whichever of the five districts he may happen to belong.

You might even sometimes ask the rest of us to meet with you and discuss the question from all sides. For instance, there's the case of the old man, and there are many like him, who has nearly passed his labor, but still manages to hang on to his job. He welcomes his

THE MINOTTE E. CHATFIELD CO.

—NEW HAVEN—

WRAPPING PAPER and TWINE MERCHANTS

*We carry a stock as
complete as can be
found in New England*

298-312 STATE STREET

Phones Colony 7420, 7421, 7422

allow himself to fall into what he considered so obvious a trap. I learned from the nurse that the patient's wife called to see him every evening and timed my next visit accordingly. She told me her husband earned, including wages, overtime and commissions, something approaching \$60.00 a week and that she would be glad to have him back at work again. I secured her cooperation and in three days she had him calmed down and ready to talk to me. I then learned that his work consisted of loading heavy cases, containing 12 one-quart bottles of milk each, into a truck, of driving the truck and delivering the milk, one or two quarts at a time, to customers. Driving the truck or delivering the milk caused him no inconvenience, but he was not able to load the truck, as lifting the heavy cases caused a severe pain in his back. Fortunately, I knew his foreman, who, when the case was explained to him, readily consented to detail another man to load the truck.

The patient, when he heard that he would not be required to load the truck, consented to go back to work, but called my attention to the fact that his indisposition had only lasted twelve days and that he would not be entitled to receive compensation unless he had been unable to work for fourteen days. I could see his point, and, considering that we, at least, owed him that much for all he had endured, I discharged him from the hospital, told him that he might rest at home for two days longer and then draw his two weeks' compensation and report for work. His foreman told me, later, that the man's work was entirely satisfactory and that in about five weeks after his return, he, of his own accord, discharged his helper and loaded the truck himself.

This sounds childishly simple, and yet here were all the elements for trouble. If the man had continued to load the heavy cases into the truck he would have converted a slight sprain into a serious injury. If the foreman had not been willing to cooperate, the man would have been out of work for at least seven weeks and probably much longer. During this enforced idleness he might have developed a neurosis and he certainly would have remained a man with a grievance.

To His Excellency, the Governor, and to the honorable members of the Senate and House of Representatives of the State of Connecticut:

The labor unions, the manufacturers, the insurance companies and the doctors are all alike, each prejudiced in favor of his own side. They will all tell you that they, and they alone, are

just and honorable and that all the others are constantly seeking to impose on them. When they meet to adjust their differences they patch up some kind of an unsatisfactory compromise that lasts for a time, but they are about as likely to arrive at a solution of the problem that will be equally satisfactory to them all and to the people they represent as are the delegates in attendance at the meetings of the League of Nations. When you want something done that you cannot do for yourself, your best chance of getting satisfactory results is to select a good man, make him responsible, give him adequate facilities, tell him what you wish to accomplish and then let him alone. Leave this whole matter in the hands of your five compensation commissioners. They are familiar with all sides of the question and are in a position to know what is going on and to judge what is best to be done.

Yes, you may well ask, is not the commissioner also a human being? Is he made of any different clay? Why is he not as likely to be prejudiced as all the rest of us? What reason have you to suppose that he is going to be able to solve this problem? The commissioner is a human being and he is made of exactly the same clay, but he will not be prejudiced in favor of any party because he does not belong to any party. Human beings can be perfectly just and see clearly when the subject under consideration does not affect them personally. It is only when their own interests are affected that their judgment becomes warped and their vision clouded.

Your commissioner is very poorly paid. Give him the same salary you give to the judges of the Superior Court. Take the compensation commissioner out of politics; appoint him as you do your judges and remove only for cause. The compensation commissioner distributes more money than do the judges of the Superior Court and, he is of equal, if not greater, importance to the welfare of the community. He has a most difficult position that requires special knowledge, special training and that judgment which is acquired only by experience. He should be made to feel that the Commission is his life work, not a temporary job, which he is likely to lose at the end of five years and which is to be regarded as a stepping-stone to something better.

Given free rein and adequate remuneration, the commissioner would be ambitious to uphold the honor of the Commission. He would want everybody to believe that he could not be scared, bribed, driven or cheated; that, in his court, if in no other place in the world, was

wise, impartial justice. If one commissioner showed signs of weakness, this would reflect upon the honor of the Commission, and the four other commissioners would speedily bring him to terms.

The commissioner will never be able to satisfy his clients, for the claimant will always think he should have had more and the defendant will always think he has been made to give too much. But the world, which believes in fair play, will realize that justice has been done, and applaud.

The money the commissioner would be able to save would not be taken from suffering workmen who need it, but would be held from neurasthenics who suffer from a compensation neurosis and who would be cured and returned to work as soon as they were convinced that there was no chance of getting any more compensation.

It is a waste of time and money and a positive injury to the patient to allow these cases to drift on indefinitely. When the doctor in charge of the case is convinced that the patient is able to do light work; that, in fact, light work would be beneficial, and the patient refuses to cooperate with the doctor and refuses to take a light job that is offered to him, or, if he tries the job and claims he is unable to do the work when the doctor believes that he is physically able to do it and when it is evident that no progress is being made toward a cure, the case should be brought to the attention of the commissioner.

For the benefit of all concerned and to safeguard the interests of the patient, which should not be prejudiced by the opinion of one man, the commissioner might select two doctors, in whom he has confidence, to make a thorough examination of the patient, allowing them, if they consider it advisable, to have the patient from one to three weeks, under observation, in a hospital. The ultimate disposition of the case will, of course, lie in the hands of the commissioner. But, if the doctors agree that no progress is being made toward a cure; that no operation is indicated and that no line of treat-

ment is likely to prove of benefit, the case should be settled. The expense of the examination ordered by the commissioner, should be considered a necessary part of the care of the patient and be borne by the employer.

The claimant has the right to an appeal to the courts, but it is desirable that an absolutely final, irrevocable decision be made as soon as possible, for, as long as the slightest ray of hope remains of getting any more compensation, the neurasthenic can never be induced to return to work. Give the commissioner all the assistance he requires to do his work. Make or repeal only such laws as he desires.

For the above reasons the commissioner, and not the claimants or the insurance company, should be the sole judge of when and for what amount a lump sum settlement should be made.

Your Honors, the five commissioners: Let us assume that all the different people who are interested in the Workmen's Compensation Act have had the good sense to adopt my suggestions. You are now in a position of authority; you have been allowed to name your own salaries and you have been given unlimited power. Can you rise to the emergency and justify the confidence we have placed in you or must we send for Mussolini? The situation is fast becoming intolerable. Somebody is going to do something before long. You have been given the first chance. It should hardly be necessary to tell you what to do, but, as I have already told the others and lest you should feel slighted, I will make a few suggestions. Meet once a month, as do the doctors in all class "A" hospitals, and talk over your cases. Try to standardize your work, so that you will be able to render uniform verdicts in similar cases and so that a claimant will get the same verdict in whichever of the five districts he may happen to belong.

You might even sometimes ask the rest of us to meet with you and discuss the question from all sides. For instance, there's the case of the old man, and there are many like him, who has nearly passed his labor, but still manages to hang on to his job. He welcomes his

THE MINOTTE E. CHATFIELD CO.

—NEW HAVEN—

WRAPPING PAPER and TWINE MERCHANTS

*We carry a stock as
complete as can be
found in New England*

298-312 STATE STREET

Phones Colony 7420, 7421, 7422

accident and hopes to convert it into a pension. The accident was not serious. He has recovered from the actual damage done to his bones or muscles. The accident is not the cause or only a very small part of the cause of his present disability. It is probable that old age, loss of vigor and impaired sight or hearing was the real cause of the accident. Yet the accident was the last feather that broke the camel's back. He will never work at his old job again. What shall be done with this man?

Just one "don't." I know I am prejudiced. I have a good right to be. You, as lawyers, know that the mental attitude of the claimant is fully as much a legal as a medical question and that, in certain cases, the remedy should be legal. Don't try to shift your part of the responsibility upon the doctors. Don't take the attitude of an old army officer, who once brushed aside everything I was trying to tell him by saying, "The question is, doctor, is this man sick or well? If he is sick, you keep him in your hospital. If he is well, I'll discipline him."

To the labor unions, I would say: (1) Help us to find jobs for the convalescents. (2) Help us to find sympathetic foremen who will help the convalescents to hold their jobs.

Bums are found in all walks of life. They are utterly useless and an injury to any organization to which they may belong. Help the commissioner to put the can on all bums.

In conclusion, let me repeat what was said in the beginning, and which I have endeavored to make clear to you. The remedy, the real remedy is cooperation, more cooperation and less selfishness on the part of all concerned.

Organizes Traffic Courses

The Manufacturers Association of Connecticut in cooperation with the local Y. M. C. A.'s, has established courses in Traffic Management in several cities of the state, including New Britain, Waterbury, New Haven and Hartford. In each city a member of the Traffic Committee of the Association is in charge of instruction and is assisted by men from various industries experienced in traffic work. Each course consists of sixteen lessons, so arranged as to offer practical help to men and women engaged in transportation work, and is intended to further promote the policy of the Manufacturers Association of Connecticut of creating a better understanding of transportation matters among all industries of the state.

The Waterbury course was opened on February 9 at the Y. M. C. A., with P. W. Brown, traffic manager of the Chase Companies in charge. Mr. Brown is assisted by James B. Griffin and F. A. Brown of Scovill Manufacturing Company and Joseph A. Meehan and Frank L. Vickery of the Chase Companies.

The second series was opened in New Haven on February 17 at Winchester Hall in cooperation with New Haven College, the instruction being directed by C. G. Phillips, traffic manager of the National Folding Box Company. His assistants are A. D. Spang of the Winchester Repeating Arms Company, Rene Benoit of the Acme Wire Company, G. D. Avery of the New York Central Lines and N. W. Ford of Winchester Repeating Arms Company.

The first meeting of the New Britain course which is in charge of J. F. Atwater, traffic manager of the American Hardware Corporation, was held February 23. The other instructors who are assisting Mr. Atwater are A. H. Petts, also of the American Hardware Corporation, F. M. Ramsdell of The Stanley Works and Walter L. Bell of North & Judd.

The Hartford course opened on February 28 under the direction of W. F. Price, traffic manager of the J. B. Williams Company of Glastonbury. Mr. Price has as co-instructors H. H. Hoyt of the Whitney Manufacturing Company, A. Schlomberg of the New York, New Haven & Hartford Railroad, and O. R. Peterson of the J. B. Williams Company.

E. Kent Hubbard, president of the State Association, addressed the New Haven group at its opening session and also spoke at the first of the Hartford meetings.

Conference On Industrial Gas And Coke Heat

The second of a series of conferences on industrial fuels, being given at Yale University under the direction of the engineering departments in cooperation with the Manufacturers Association of Connecticut, will be held at Mason Laboratory on March 21. The March meeting will be devoted to addresses and discussion of gas and coke heat and prominent engineering specialists from Connecticut and other sections of the country have been secured for the occasion. The sessions will open at 10:30 a. m., continuing through the afternoon and evening, with a special luncheon and dinner program.

DIVERTING WATER FROM CONNECTICUT

(Continued from page 19)

directly into the Connecticut River from these sources can hardly be estimated. Dilution of these discharges is the only solution to the pollution problem. The towns, cities and rural communities or establishments located on this water-shed are endeavoring under a wise and just Connecticut statute to reduce pollution. A solution of this problem will necessitate the expenditure of thousands upon thousands of dollars, and we are not yet in an economic position which will permit artificial pollution elimination. We must depend upon dilution, and we contend that we would be seriously afflicted if dilution is hampered even to a slight degree."

If you can't be cheerful, be cheerful.

EMPLOYERS

Why not find the *right* man for that responsible position? We work for the EMPLOYERS, finding the best available men for executive, sales and technical positions, paying from \$3,000 to \$20,000. Confidential correspondence invited.

WILLIAM H. SHUMWAY, Inc.
Personnel and Vocational Counselors
176 FEDERAL STREET, BOSTON—Liberty 4232-4309

PENROSE R. HOOPES

Consulting Mechanical Engineer

SPECIAL AUTOMATIC MACHINERY

for

HIGH PRODUCTION INDUSTRIES

Design Consultation Reports

64 Pearl St. Hartford, Conn.

"Good Papers"

MAKE THIS ATTRACTIVE
PUBLICATION POSSIBLE

We sell "Good Papers"

The Rourke-Eno Paper Co., Inc.

HARTFORD, CONN.

Eighty Years of Paper Service

M.A.C.'s Views on Current News

Mayor Thompson has refused to play billiards because he cannot use English.

* * *

Mac says that he favors the old wooden match. You cannot pick your teeth with an electric lighter.

* * *

Mayor Walker gave his 1070th key to the city to President Cosgrave of Ireland. Wonder if these keys unlock the padlocks in New York.

* * *

Headline — "Japanese Diet Dissolved." A new opportunity for fat women.

* * *

We praise the old fashioned girl because she knew how to get a meal. The modern girl knows how to do that without cooking.

* * *

News Article — "Harry Hansen of Elmer Street, New Britain, believes he holds the world's record for the number of pups in a litter." As we read on we find it wasn't Harry at all but his Irish setter.

* * *

The Iowa father of 17 children is apparently trying to be the "father of his country."

* * *

Rumania has what Ireland has long wanted — a King Michael.

* * *

Mayor Walker went to New Orleans to "sell New York to the South." What suckers he must think they are!

* * *

Headline — "No water served at Child's restaurants except by request." Pretty soon we will have to have a doctor's prescription to get it.

* * *

College professors used to claim that the only use for the heads of students was to put hats on. Wonder if there is any connection between this and the fact that the students don't even wear hats now.

* * *

Headline — "A horned toad lived 31 years in a cornerstone at Eastland, Texas, without a drink." It shows what prohibition has done.

Transportation

CENTRAL VERMONT REOPENS LINES

The Central Vermont has announced the remarkable record of restoring 220 miles of damaged or destroyed track in the short period of 100 days. It offers through freight service over its rails between New London, Detroit, Toledo, Chicago, Milwaukee and Canadian cities on the old schedules via the old routes.

MOTOR TRUCK REGULATION I. C. C. 18300

The Motor Truck Committee of the Association has filed its exceptions to the Examiner's report in the above case. Copies of these exceptions may be received by applying to the Association's headquarters.

The report made by Attorney Examiner Flynn was a most exhaustive one and went into all details of motor truck and motor bus regulation. In substance, he recommends the establishment of joint federal and state machinery for the regulation of motor busses and motor trucks operating as common carriers in interstate traffic. He concludes that it would not be in the public interest to attempt to regulate interstate contract and private carriers. In substance he subscribes to the provisions of the so-called Cummings bill now before Congress.

J. A. BEAHAN TO BOSTON

An old friend of the Association, James A. Beahan, Assistant General Freight Agent of the New York, New Haven & Hartford Railroad, has transferred his headquarters from New Haven to Boston. Mr. Beahan has long been a member of the Joint Traffic Committee of the Association and the New York, New Haven & Hartford Railroad.

G. M. Wood, Freight Traffic Manager of the New York, New Haven & Hartford Railroad announces that effective March 1, W. J. Fillingim is appointed General Southern Freight Agent with headquarters at Room 1102-3 Healey Building, Atlanta, Georgia, vice LeRoy Hatfield, assigned to other duties.

CONSOLIDATED SOUTHWESTERN CASES

The New England Traffic League has announced that it has been informally notified that the Interstate Commerce Commission has, by its order of January 30, 1928, postponed its prior orders in the case of Docket 13535 and 14880 et al, the effective date of the new rates now being May 16, 1928.

The Association is a party to this case and requested the postponement of the effective date.

SOUTHERN RATE CASE I. C. C. 13494

William H. Day represented the Association at the hearing before the New England Freight Association in Boston on February 20. The question of the enlargement of the Boston rate group is still a matter of discussion in this case, to which the Manufacturers Association is a party.

BOSTON HARBOR REGULATIONS

The Department of Public Works of Massachusetts has issued a tariff containing rules, regulations and charges covering the use of Commonwealth Pier No. 5 at South Boston and Commonwealth Pier No. 1 at East Boston. Members using the Port of Boston should communicate with the Association's headquarters and ask to be supplied with a copy of the regulations and charges governing the use of these piers.

RULE 34

The Freight Classification Committee of the Association has carried on an extensive study in connection with the application of Rule 34 of Consolidated Classification No. 5, which concerns the supplying of cars of certain dimensions by the carriers. Members who are experiencing difficulty under the application of the rule under its present wording should communicate with the Association.

NEW ENGLAND TRAFFIC LEAGUE MEETING

The New England Traffic League met on March 7 and 8 in Bridgeport, W. F. Price, traffic manager of the J. B. Williams Company and a member of the Traffic Committee of the Manufacturers Association of Connecticut, presiding. Many Connecticut industrial concerns sent a representative.

PIG IRON RATES

Through Traffic Bulletin No. 296, the Association announced a favorable decision on the rates on pig iron in carloads from Troy, New York to Connecticut points. This case was originally brought by the Hudson Valley Coke & Products Corporation and the Association, intervening, was represented by its transportation attorney J. J. Hickey.

T. A. D. JONES & CO.

Incorporated

COAL

"A Coal Mine in Connecticut"

Not as impossible as it sounds by any means, for down in New Haven the T. A. D. Jones Company have that very thing. They have facilities for storing 200,000 tons of coal, which means that every manufacturer can depend upon getting either his regular or emergency supply from this near-at-hand source. What does it mean to *you* to know that you need no longer carry enormous reserves upon your own property, nor worry longer over shipments that somehow never reach you on time?

General Offices:
NEW HAVEN, CONNECTICUT
70 College Street
Tels. Pioneer 3970-3971

New York Offices:
GRAND CENTRAL TERMINAL BLDG.
Tels. Murray Hill
8473-8474-8475

Sales Exchange

In this department members may list without charge any new or used equipment or supplies. All copy must be in the hands of the editor by the fifteenth day of the month preceding publication.

FOR SALE

Control Panel

Almost new. Open type control panel with 2" slate base and pipe supports for floor mounting, suitable for use on 2 or 3 phase circuit. Four pole 200 volt, 60 cycle, 2 phase contactor rated at 600 amps. Capacity 208 K. W., control circuit 220 volts. Older style G. E. control circuit relay but new style in every other respect. Can be made up to date by substituting new style relay at small cost.

Address S. E. 179.

Boiler

One 150 H. P. Kewanee boiler No. 538, A. S. M. E. code, 100 pounds pressure. Equipped with all catalogue fittings. This is a new boiler. Cost \$2600—will sell for \$1700 f.o.b. cars Hartford.

Address S. E. 180.

WANTED TO BUY

Motors

A few used D. C. motors, 550 volt, running from 1 to 10 H. P.

Address S. E. 181.

FACTORY SPACE

26. FOR SALE. Factory building in Danielson. Approximately 140,000 sq. ft. with siding on the N. Y., N. H. & H. R. R. Ample acreage for expansion. Labor plentiful.

27. FOR RENT. In New Haven, 7500 sq. ft. factory space and 7500 sq. ft. land. Railroad siding. Occupied at present by steel products manufacturer. Would consider consolidation with suitable business.

28. FOR RENT. In Meriden, about 50,000 sq. ft. of exceptionally good factory space located in various buildings. Heavy mill construction, good light all around, thoroughly equipped with heat and toilet facilities. Diagram of layout of buildings available at this office.

29. FOR RENT OR SALE. In Middletown. Stone factory building, one story, concrete floor. Equipped for heat, light and sprinkler service. Suitable for any kind of manufacturing. Available adjacent property touches on navigable river front and railroad siding. Photographs and diagram in this office.

Employment Service

This department is open to members free of charge. All copy must be in the hands of the editor by the fifteenth day of the month preceding publication.

EXECUTIVE—A young man of unusual natural capabilities, a Yale graduate, who has had considerable practical experience in advertising and sales in one of the largest middle-western concerns will be available to Connecticut industry within the next two months. Although a comparatively recent graduate, this young man has shown real ability in his chosen work. Has important connections in the East particularly in Connecticut and would be able to bring to any concern a wealth of experience and support through these connections. Address P. W. 316.

TRAFFIC MAN—Nine years' experience in traffic matters and five as purchasing agent. Address P. W. 317.

EXECUTIVE—Age 40. Experience for last 20 years as general and cost accountant covers billing,

sales, production costs, sales ledger work, credits and collections. Especially familiar with industrial accounting. Address P. W. 318.

PERSONNEL DIRECTOR—Age 28. Single. Young woman with six years' experience as employment manager with out of state industrial concerns, wishes to connect with Connecticut manufacturer. Address P. W. 319.

BOOKKEEPER AND ACCOUNTANT—Age 28. Single. Experienced also in production planning. Prefers position as accountant, but will accept production. Address P. W. 320.

OFFICE MANAGER—Experience covers credits, collections, claims, statistics, insurance, sales and expense budgeting. Competent to act as comptroller or credit manager. Address P. W. 321.



THERE can be no better medium through which to reach a manufacturer than through his own Association magazine. A mutuality of interest is implied that enlists his attention and that, after all, is half the battle.

BLOWERS AND BLOWER SYSTEMS OF ALL DESCRIPTIONS

Get the benefit of our forty years experience in manufacturing and installing exhaust systems. Our engineers will submit designs and estimates free of charge. Let us help solve your problems.

STERLING BLOWER CO. Hartford, Conn.

NEW YORK — *Branches* — PHILADELPHIA

Members of

*Manufacturers Association of Connecticut
Manufacturers Association of Hartford County
National Association of Manufacturers*

“A friend in need is a friend indeed”

NO matter what preparations you make, the best laid plans will go awry. Then's when the storm breaks all around you.

WHAT a comfort it is to turn your troubles over to someone who, by past acts, merits your confidence.

WE can give you the names of lots of clients who will tell you we are a friend indeed.

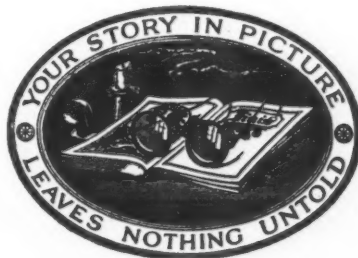
JOHN H. FAUNCE, Inc.

Freight Contractors and Forwarders

CUSTOM HOUSE BROKERS

Public Ledger Bldg. 8-10 Bridge St.
Philadelphia, Pa. New York City.

*Offices also at Pittsburg, Buffalo,
New Orleans, London, Liverpool.*



Good Printing Plates
are essential to every piece
of printed literature.

Dowd, Wyllie & Olson

INCORPORATED

Advertising Art and Engraving

Plimpton Bldg. Ann & Pearl St.
Hartford, Conn.



Dollar Line

Passenger and Express
Freight Steamers

Sailings every 14 days
from Boston and New York

INTERCOASTAL

Los Angeles—San Francisco—Honolulu

TRANS-PACIFIC

Honolulu, Kobe, Shanghai, Hongkong, Manila,
Singapore, Penang, Colombo

ORIENT-EUROPEAN

Alexandria, Naples, Genoa, Marseilles

TRANS-ATLANTIC

Alexandria, Naples, Genoa, Marseilles for
Boston & New York

DOLLAR STEAMSHIP LINE

NEW YORK—25 Broadway Tel., B. G. 3144

NEW HAVEN—Box 367

BALTIMORE—Continental Bldg. NORFOLK—Southgate Forwarding Co.
BOSTON—177 State St. PHILADELPHIA—Bourse Bldg.
CHICAGO—112 West Adams St. SAN FRANCISCO—Robert Dollar Bldg.
LOS ANGELES—628 So. Spring St. SEATTLE—L. C. Smith Bldg.
VANCOUVER—402 Pender St., West

MACHINERY MACHINE PARTS DESIGNING

We have the complete equipment to handle your machine work on a contract basis. We also maintain a competent engineering department and are prepared to undertake the development, design and manufacture of machinery for any purpose.

GEARS—WORMS—CAMS

OF EVERY DESCRIPTION CUT TO ORDER



HARTFORD GEARS

THE HARTFORD
SPECIAL MACHINERY Co.
HARTFORD, CONN.

it's



cleaner!

VICTOR
SPRINGFIELD
PORTAGE

"PNEUMO-GRAVITY,"

Bituminous Coals.

Mines developed and mechanically equipped for annual output of FOUR MILLION tons.

ANTHRACITE

The "PNEUMO-GRAVITY" Process installed at several of our mines is a *dry* method for the *mechanical removal* of *refuse* and other *impurities* from the coal, thus assuring to the consumer *clean, uniformly prepared coal*.

PEALE, PEACOCK & KERR

GRAYBAR BUILDING,
(GRAND CENTRAL TERMINAL) LEXINGTON AVE., NEW YORK

NORTH AMERICAN BUILDING,
PHILADELPHIA, PA.

